MOTOR RACING
and
Economy Car News

8th Year - No. 2 - Culver City, Calif. Nov. 30 - Dec. 7, 1962
(Published bi-weekly except last issue of calendar year) 25¢

Bucknum---West Coast Driver of Year

SEE PAGE 5

RONNIE BUCKNUM
He ran up impressive record with Vandagriff Healey

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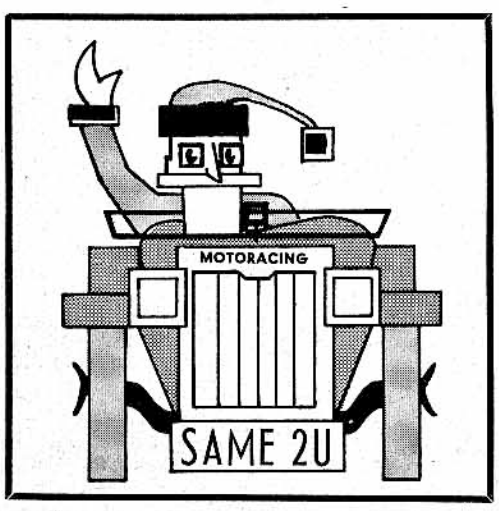
Season's Greetings---and Salud!



Accus To Study Auto Racing Courses In U.S.

NEW YORK, Dec 7 --- A permanent sub-committee has been established by the Automobile Competition Committee (ACCUS) American representative of the Paris-headquartered FIA to study the plants of auto racing circuits and tracks in the US.

Only those circuits and tracks are to be evaluated at this time which have previously been the location of races listed on the FIA calendar. In the future, whenever a site is proposed for a future FIA event, ACCUS will consider the evaluations of the Circuit Inspection Committee in making a final evaluation of a FIA listing on the American calendar.

COMMITTEE MEMBERS

Committee members are: Briggs Cunningham (representing the drivers), Henry Banks, USAC; William France, NASCAR; and Dr. Frank Falkner, SCCA.

ACCUS has further clarified inter-change of one club's drivers in races sanctioned by the other organizations. All drivers are eligible to be invited to participate in full international events. In case of national open events only, a sanctioning body does not necessarily have to open its events to drivers of the other member clubs.

(A national/open race is a national event with foreign participation authorized, all competitors can drive, plus foreign participants with appropriate FIA licenses. Excluded from participation, however, are foreign (non-American) drivers presently on the FIA's Classified Driver's list. A full Intl. event, on the other hand, allows the participation of these foreign Classified list drivers.)

NO ADVERTISING

A FIA national/open listing, the Competition Committee also directed, may not be advertised or publicized unless there is actually a foreign entrant or foreign participant. Furthermore, all organizers and sponsors were reminded that a full Intl. status will not be granted to a racing event unless a national/open event has been previously held.

Edward G. Sparrow has been elected as US delegate to the FIA's Intl. Sporting Commission (CSI), the Intl. Technical Commission (CTI) and the Intl. Karting Commission (CIK).

News Popping At Press Time

It's Penske Again

NASSAU, Bahamas, Dec. 3---Roger Penske, Gladwyne, Pa., scored his 4th consecutive victory here today at the opening of Bahamas Speed Weeks. He won the 112.5mi. Nassau Tourist Trophy race for GT cars in a Ferrari GTO. He averaged 88.255 mph for the 25 laps over the 4.5mi. Oakes course.

Ferraris took the first five places. Lorenzo Bandini of Italy, was 2nd, 24sec. behind. Then came Innes Ireland, Scotland; Bob Grossman, NY, and Allan Wylie, NY.

Carroll Shelby's Ford-powered AC Cobra, driven by Bill Krause, Long Beach, Calif., was in 2nd place behind Penske when it became a DNF on the 17th lap. The car ran out of gas.

Riotous USSCC Meet

In a riotuous USSCC (USAC) meeting last Dec. 4, marked by the walkout of drivers Ken Miles, Jay Hills and others, the group selected six names which they will seek to place on the board of the new club, if merger plans go through Dec. 12. They are Bob Estes, Paula Murphy, Hal Daunis, Art Saylor, John Calvin and Jim Chaffee.

Opposition was voiced to a letter sent by Tom Binford, USAC president, to members, urging them to support the merger. The growl was because Binford took this action direct to USSCC members rather than through the board.

Annual USSCC banquet and cash awards: Jan. 11, Standard Club, 3084 Motor Ave., near Culver City.

$60,000 Stocker

With addition of $17,000 in accessory prize money, Joe Perry reports there will be some $60,000 up for the 500mi. NASCAR stock car road race at Riverside, Jan. 20. After qualifying for the top 20 during the week, a 25-lap race will be held Jan. 19 for the last 24 places in the qualifying.

Perry disclosed efforts are being made to move the cancelled FIA $12,000 pro sports car race of Jan. 19 to Mar. 10 at Riverside. Meanwhile, the Cal Club may stage an amateur sports car program there on Jan. 19.

Texans Capture Nat'l Rally Title

WESTPORT, CONN. Dec. 7---SCCA's winning 1962 national rallyists and important rule changes for next year's coast-to-coast rally program have been announced by the club's Rally Board.

Mr. and Mrs. Leslie C. Smith, Austin, Tex., of the Alamo region were the winning driver and navigator respectively with a perfect score of three points. Their three points represents the final minimum score under the system---three first places recorded in the Great Canyon (Ariz. Border region), Chisholm Trail (Tex. region), and Continental Divide (Colo. region) national events.

The Rally Board announced new rules concerning guest entries, sponsored entries and unsuitable cars. In the future, guest entrants will be ineligible to enter more than two national rallies in the same year. A sponsored entrant has been defined as one receiving a vehicle, compensation or other emolument from a commercial firm.

NUDES IN THE NEWS

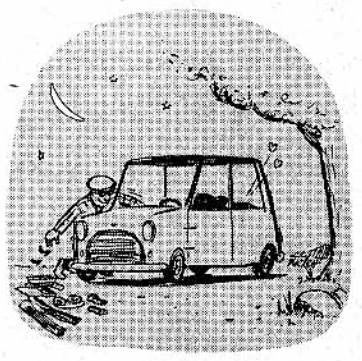
Are Their Faces Red!

A blushing couple drove up to a police-station to report what must be the most embarrassing theft of the year.

In a lonely lovers' lane, their clothing had been stolen from the front seat of their car---while they cuddled in the back.

Suit, dress, shoes . . . the lot. All vanished from the car, unnoticed by the couple who are both aged about 20.

It happened at a beauty spot called Daisy Nook. And the lovers had to drive four miles to Ashton, Lancs, to report their predicament. The police lent them two great-coats to get home in.---Reprinted from NEWS OF THE WORLD, London (18 Nov. 1962).



1963 SCCA Calendar Includes Two Championship Road Races

WESTPORT, Conn., Dec. 7---Under fire in various parts of the country, SCCA established a new racing program, clarified rules and procedures, and approved recommended changes by its board of governors meeting in New York recently.

There will be a US Road Racing Championship for 1963, with a series of FIA-listed national open races not to exceed eight. There will be two championship divisions---one for drivers of Appendix C cars in under and over 2-liter classes, and one for a manufacturers' championship (GT cars over 2-liters.) A point scoring system will be announced.

National open dates in the USRRC have been approved by SCCA and ACCUS (FIA) as follows: Feb. 3-Daytona Beach, Fla.; June 9-Laguna Seca, Calif.; June 30-Watkins Glen, N.Y.; July 21-Pacific Raceways, Kent, Wash.; Aug. 18 Continental Divide Raceways, Castle Rock, Colo. Nothing was listed for So. Calif. Other date requests are expected.

Other SCCA-sanctioned FIA-listed national opens in 1963 already approved include: July 7-Lime Rock; Aug. 18-Marlboro; Sept. 8-Road America.

National races for 1963 approved up to now are as follows: April 6-7 - Marlboro (Washington region); April 27-28 - Virginia Intl. Raceways (No. Car. region); July 6-7 - Lake Garnett (Kansas City region); Aug. 3-4 - Meadowdale (Milwaukee region);

Continued on Page 2

Vignettes

By Gus V. Vignolle

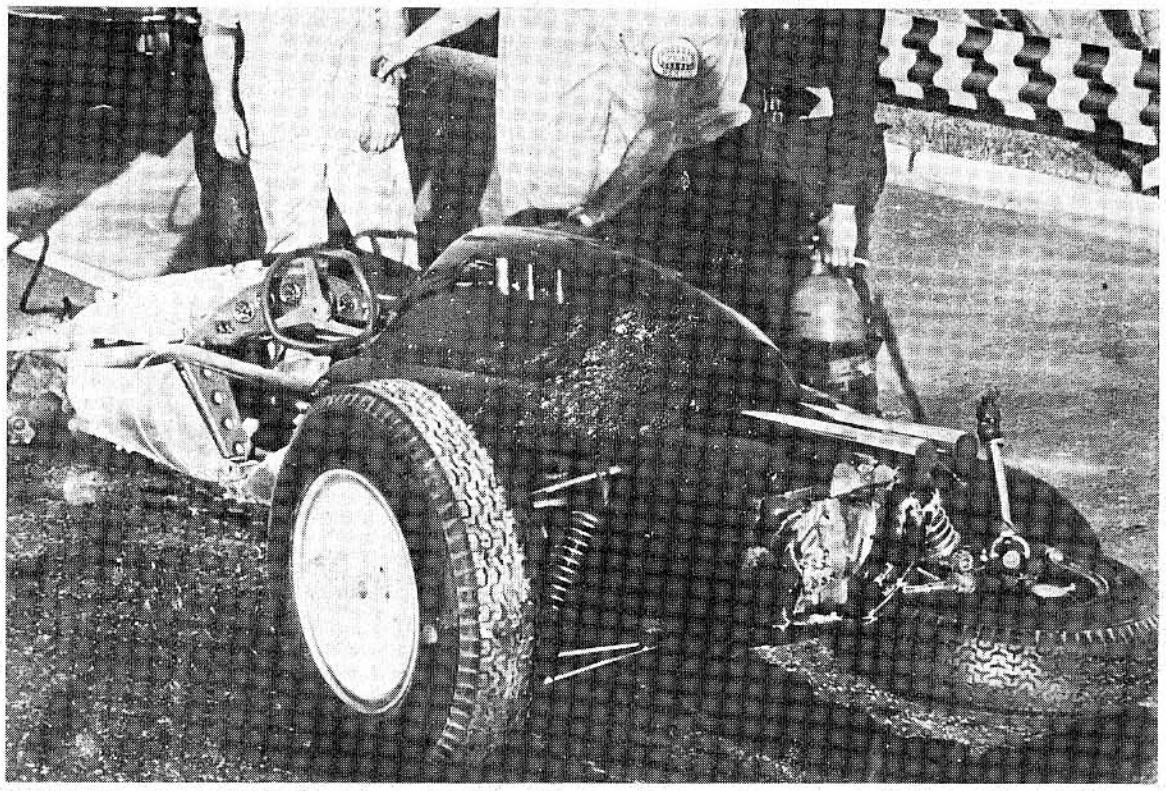
- Blackjack Rule
- Ferrari Mit Ford
- Calling Pentagon

D.D. MICHELMORE, who with TRACY BIRD scuttled the old LA SCCA, is imbued with a fiery determination that the rival US Sports Car Club must be wiped completely off the slate. It is a fanatical zealousness that is even causing some of his own Cal Clubbers to arch their eyebrows.

Everyone on the Cal Club - SCCA board wasn't singing along with Old Mich when they decided to return the Chavez Ravine race (it may never come off) entries to those drivers who raced at the last USSCC Pomona meet.

Some of the Cal Club's insufferable spies had been ambulating up and down the grid at Pomona with tiny cameras, taking shots of all the drivers. Others were more removed from the scene, but nevertheless active---with spyglasses. What a miserable

Continued on Page 3



REMAINS OF LOTUS F1 driven by Ricardo Rodriguez, when he was killed while practicing for Mexican Grand Prix Nov. 1. Right rear suspension broke, but notice rear end--nearly perfectly intact. Ricardo flew out of car at 100mph and hit a supporting post.

Letters to MotoRacing

AN OPEN LETTER

I did not attend the first Driver's Assn. meeting last Nov. 11, as I was not notified of it, or was even aware of its being held. I did attend the second meeting Nov. 25 and arrived at the following conclusions.

1. The temporary board of the Driver's Assn. elected at the first meeting showed favoritism towards a motion which would have prevented any censure by the association towards Cal Club and SCCA for their action against Assn. members who appeared at the last Pomona race. The contention was made that since no licenses had been revoked at present, this meant Cal Club and SCCA were not taking action against these persons. The drivers present wisely and overwhelmingly defeated this motion.

2. The temporary board showed disfavor towards a motion to censure Cal Club and SCCA. This motion would have all drivers who did not have their Chavez Ravine race entries returned to them, contact Cal Club and request their return. This motion was passed by the drivers present.

3. The temporary board showed favoritism towards entering politically in the forming of a new club and affiliating this new club with SCCA. In my opinion, SCCA is the only group guilty of preventing its members from racing in so-called "non-sanctioned" events by threats or by direct action. This is the very situation the existence of a driver's association should protect us against.

According to the blue membership card for the Driver's Assn., my signature would pledge me to support the policies of our temporary board. These policies included entering into a political battle between two clubs and supporting a national group that appears to be extremely self-righteous and has been the determining factor in the prevention of smooth operation between clubs by coercion of its own members. For these reasons I did not sign the blue card furnished by our temporary board.

In a comparison of clubs I felt the following information to be significant:

1. SCCA prevented its members from entering the Pomona races promoted by USSCC scheduled for March, 1962, which had the sanction of both USAC and FIA. This action by SCCA caused the race to be cancelled and resulted in friction between Cal Club and USSCC.

2. SCCA and Cal Club attempted to prevent its members from entering the Las Vegas (Henderson, Nev.) races promoted by USSCC held on April 28 and 29.

3. SCCA did not okay its members to enter the Rose Cup races held at Portland, Ore., last June until a few days before the races were held.

4. SCCA refused an entry to me in the Reno, Nev., races held in September. I sent a letter to the SF office of SCCA requesting an entry approximately 10 days before the race. I received a return letter on the day of the race stating that they had received my request too late for them to process.

5. SCCA and Cal Club tried to prevent its members from entering the Pomona races last November. The Cal Club members that had courage enough to appear at Pomona were sent back their entries in the upcoming Chavez Ravine race.

6. USSCC informed their members of the Rose Cup races at Portland and offered to secure entries for those interested in appearing there.

7. USSCC gave me the address of the SF office of SCCA when I expressed a desire to compete in the SCCA races at Reno, Nev. USSCC in no way tried to discourage me from entering the Reno races.

8. USSCC provided a fund for the drivers of $500 per race which totaled $2000. at the close of the 1962 season. This was to help the drivers defray their racing expenses and is being distributed according to points accumulated. At no time was there any threat of loss of points for appearing in any race not sanctioned by USSCC.

9. USSCC conducted the running of their races in an efficient and satisfactory manner and honored SCCA licenses at all of their events.

I feel that the Driver's Assn. should have been formed exclusively for the protection of drivers

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SCCA SLATE . .

Continued from Page 1

Aug. 31-Sept. 1 - Thompson (New England region).

WON'T TOLERATE

The board announced disapproval of a letter recently sent to all members from "The Committee for the Officers of Area 5" and states it will not tolerate any such action dividing the membership through "misrepresentation."

Previously announced and published production category rules and modified category class limits were confirmed and go into effect Jan. 1, 1963.

The same Appendix C articles that have been habitually waived in the past will be waived for SCCA national, divisional and regional races in 1963. SCCA said it recognizes there has been abuse of its modified car rules and is also aware that many of its members have investments in older cars conforming to SCCA's specialized rules. The board directed that abuse of the spirit of SCCA rules be prevented in the future and further announced its intention, effective Jan. 1, 1964, to require conformation to the FIA's Appendix C (1962 edition) in all its modified category competition.

Among specific General Competition Rules changes and clarifications approved were:

No body panels may be altered for additional ventilation;

Ecurie symbols and their equivalent are limited to 60 sq. in. on the sides of cars and no trade or advertising signs may be displayed on competing cars during SCCA nationals, divisionals or regionals;

Approved optional sway bars may be replaced with equivalent units as well as factory parts;

The use of any type of lubricant breather or vent is approved;

The use of transistor ignition systems that use the original or an optional distributor is approved;

National races to be a minimum of 60 mi. or 45 min. in length.

A new penalty for rules infraction, loss of accrued national or divisional points, is approved.

Foreign Car Registrations

IMPORTED PASSENGER CAR REGISTRATIONS

JANUARY thru SEPTEMBER 1962

	Calif.	%	NORTH	%	SOUTH	%
1. Volkswagen	18094	50.2	8024	56.3	10070	46.2
2. Renault	2388	6.6	465	3.3	1923	8.8
3. Volvo	2164	6.0	915	6.4	1249	5.7
4. Austin Healey	1841	5.1	839	5.9	1002	4.6
5. Triumph	1802	5.0	679	4.8	1123	5.1
6. MG	1499	4.2	613	4.3	886	4.1
7. Jaguar	995	2.8	352	2.5	643	2.9
8. Fiat	980	2.7	265	1.9	715	3.3
9. Mercedes Benz	942	2.6	333	2.3	609	2.8
10. Porsche	763	2.1	342	2.4	421	1.9
11. Sunbeam	728	2.0	197	1.4	531	2.4
12. Peugeot	494	1.4	167	1.2	327	1.5
13. Hillman	485	1.3	135	.9	350	1.6
14. Simca	448	1.2	71	.5	377	1.7
15. Alfa Romeo	433	1.2	135	.9	298	1.4
16. Metropolitan	402	1.1	114	.8	288	1.3
17. English Ford	199	.6	78	.5	121	.6
18. Citroen	166	.5	64	.4	102	.5
19. Austin	165	.5	107	.8	58	.3
20. Datsun	129	.4	17	.1	112	.5
21. Lotus	119	.3	28	.2	91	.4
22. Morris	101	.3	62	.4	39	.2
23. Rover	67	.2	27	.2	40	.2
24. Toyopet	57	.2	7	-	50	.2
25. DKW	49	.1	8	.1	41	.2
26. NSU	48	.1	21	.1	27	.1
27. Borgward	47	.1	23	.2	24	.1
28. Daimler	46	.1	26	.2	20	.1
29. Facel Vega	38	.1	1	-	37	.2
30. Auto Union	36	.1	3	-	33	.2
31. Vauxhall	32	.1	11	.1	21	.1
32. Opel	31	.1	17	.1	14	.1
33. Aston Marin	30	.1	21	.1	9	-
34. Pegasso	26	.1	8	.1	18	.1
35. Prince	26	.1	22	.2	4	-
36. BMW	23	.1	9	.1	14	.1
37. Morgan	23	.1	8	.1	15	.1
38. Rolls Royce	22	.1	5	-	17	.1
39. Lanchester	13	-	4	-	9	-
40. Miscellaneous (10 or less each)	104	.3	21	.2	83	.4
TOTAL	36055		14244		21811	

MOTOR REGISTRATION NEWS OF CALIF., Oakland 6

Pebble Beach Concours Scheduled Next Spring

The 1963 Pebble Beach sports calendar contains one date important to sports car fans and club members---Saturday, April 13. That is the day before Easter Sunday and the Del Monte Lodge lawn will be the setting for the 13th annual Concours d'Elegance, which each year attracts thousands of spectators and 150 of the finest show cars in America.

CAR AND DRIVER IS 'UP' IN ADVERTISING

NEW YORK---Car and Driver magazine reports an 11 per cent increase in ad linage for 1962, it was announced this month by David R. Allen, advertising director of the Ziff-Davis publication. The increase represents a gain of 33.8 pages of advertising for the twelve issues.

In addition, Car and Driver had a circulation gain of 6.7 per cent for the first six months of the year.

New Almanac Contains Facts, Figures From A-Z

SPORTS AND IMPORTS CAR ALMANAC, a definitive reference to the entire sports and foreign car field containing everything from Abarth to Zephyr is now available.

The import owner can turn to the ALMANAC to write the factory or local distributor to nail down an elusive part or service; to join his marque's owners' club; or to compare specs on more than 100 foreign and sports cars.

The 64-page, pocket-size, illustrated ALMANAC features a lisitng of automakers and their distributors, suppliers of hard-to-get parts and specialized services, unusual accessories and equipment, throughout the US and Canada.

Special sections for Corvair, Corvette and Volkswagen owners contain the first known collection of material on parts and accessories for these vehicles.

The ALMANAC's competition section carries international listings of race car builders, dealers, equipment and racing teams. Rallye equipment is also treated at length.

The ALMANAC includes a listikg of owners' clubs, other organizations, museums and auto shows throughout the world. Books and records chosen to suggest a complete basic library are reviewed in brief.

Also included are sections on car refurbishing, apparel, jewelry and awards, gifts and games.

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• Vignettes

BY GUS V. VIGNOLLE

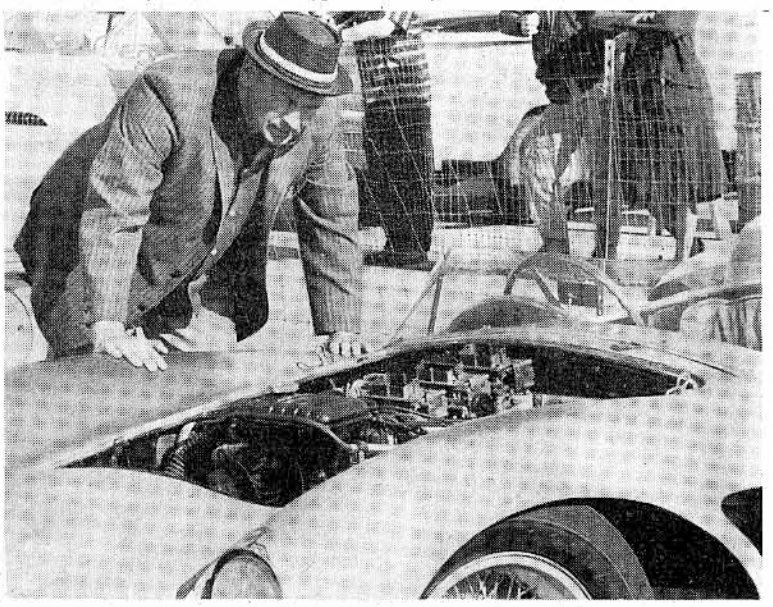
DRIVERS WILL PUSH FOR MILES AND VANDAGRIFF ON BOARD

Continued from Page 1

lot! On the surface it figures that because of a weightier membership no other reason whatsoever, mind you---the Cal Club should rule supreme in this matter of a merger and smother the smaller group quite completely.

But there is one singular hope that CSCC's Blackjack Rule of bans, threats, returning of entries and out-and-out coercion can be checked. This hope lies in the new drivers' group, which met for the second time a couple of weeks ago.

Proof of this is seen in the drivers' decision to stay out of Chavez Ravine en masse, unless the Cal Club rescinds the Pomona ban. But who knows what the hell these guys will do for sure? At the first session, they voted to support Pomona. Some drivers chickened



CHECKIN' 'ER OVER before race time is Eric Hauser.

out, which, of course, came as no surprise to this observer.

RAY ALTMAN, SCCA area 10 governor, came down from Oakland to attend the recent drivers' confab. He said that if the revitalized merger proposal materializes and results in a new club, it is unlikely that any punitive action will be taken against drivers who took part in the non-approved (by SCCA standards) Pomona races.

Then it was brought out USSCC never had a USAC charter. Later, JIM PETERSON told me USAC does not issue charters as such; he said he didn't recall the old SCCA here having gotten a charter from the Westport Pharaohs. A verbal agreement was made with HENRY BANKS, USAC competition director, and the ousted SCCAers, who had the rug pulled out from under them, thanks to some neat work by Michelmore-Bird, became members of USAC. They paid their dues to this group and USAC handled the insurance for their races.

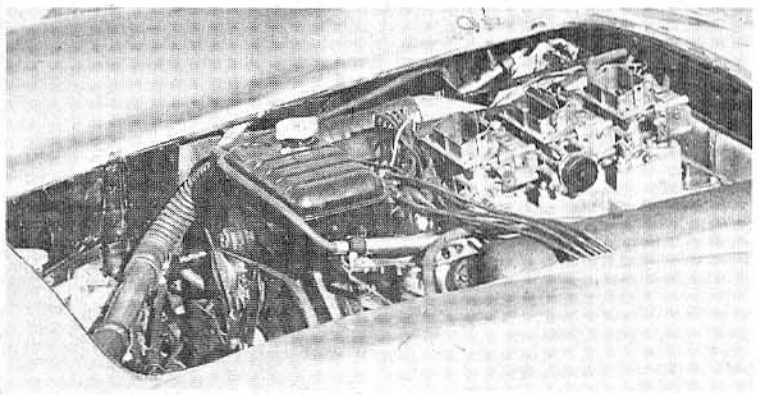
It seems that that should be sufficient reason to indicate the alignment with USAC.

If and when the new club is formed---the big general meet of all members (called by CSCC) is Dec. 12, 7:30 p.m., 817 No. Vine St., Hollywood---the drivers' group will recommend and support two to the new board. They are KEN MILES and CHIC VANDAGRIFF. And vote for SCCA affiliation (so is that adios, USAC?)

By the way, SCCA's Natl. mouthpieces allegedly claim the big fat suit the Petersonites had against the Cal Club and which was subsequently dropped when the first merger chatter began, cannot be reinstituted. Other people have different ideas about this.

Nothing Concrete Yet on Chavez Ravine Race

There has been a lot of opposition to the Dodger Stadium race at C. Ravine. The noise element, which sure as Hades isn't as strident as a massive multitude of baseball hooligans yowling over a winning homer; there's a sanitarium not too far from the course; some property owners aren't exactly what you'd call sports car racing fans,



NICE FIT---Ford stuffed in Ferrari.

and, lastly, a great many people have already proved that they just have absolutely no use whatsoever for a gink called WALTER O'MALLEY.

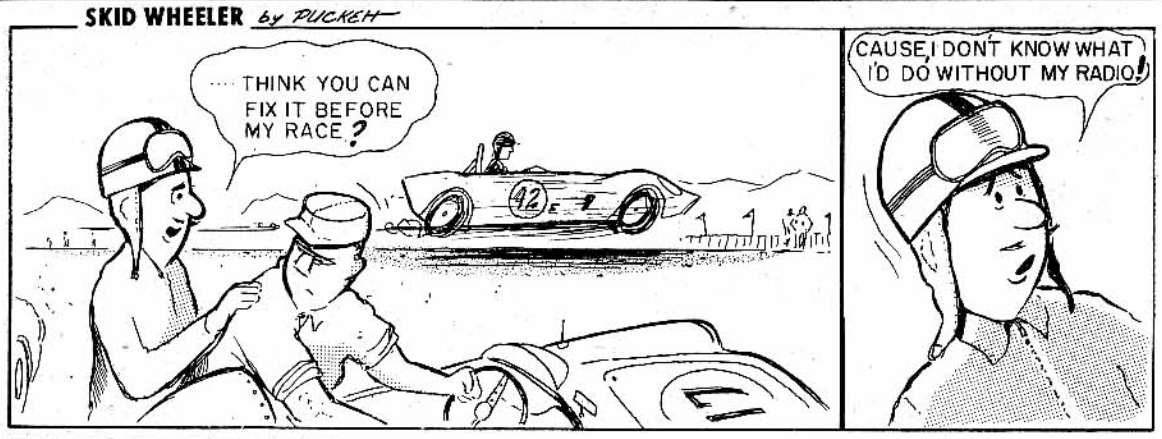
Too close to the holidays now for a December date, and January appears out because of the Riverside date. This would mean no soap until February, assuming the deal gets the green light. Meanwhile, USSCC has tentative dates for Pomona again, Jan. 26-27.

JOE PERRY reports they're going all-out to make that 500mi.-Riverside stocker a real smasher on Jan. 20. This was to be a two-day meet, with SCCA sports car races on Jan. 19, but these have now been called off. Please remind to find out por que (?).

Hauser to drive Ellico's Ferrari-Ford

Remember that 2.5-liter Ferrari which multimillionaire JOHN VON NEUMANN raced for the first time at Avandaro, Mexico, back in 1957? Later they changed the mill to a V12, and it was in this form that Miles won with it for OTTO ZIPPER earlier this year at

Continued on Page 7



Slalom Column

By DENNIS McCOSH

Santa's Tralom sponsored by SCMG at the Harbor Shopping Center lot in Costa Mesa was the best event that club has ever sponsored. The course was excellent---flexible, fast, challenging and deceptive---all at once.

Organization was smooth and safety was well considered in event planning. The small cars had to do more than out-corner the larger ones to get a better time.

ORPHANGE BENEFITS

The benefits from this charity event went to a Mexican orphanage and entry fee was $1 plus $2.50 in canned goods, soap or clothing. SCMG collected two truck loads of booty for the kids from approximately 130 entries and will take it to them shortly before Christmas. This event is one of the few remaining goodwill events participated in by sports car people.

HELP OUT IMAGE

Santa's Sports Car Caravan and Rally de Bunny Hop were two of the better known events allowed to die for lack of leadership and willing planners. A few clubs spearheading a few events of this type would do a lot for the public image of sports car people.

Fast time of day at SCMG's event was Dave Lehmann of ROCA in his modified Renault. Close behind was Mal Doherty (GFCCA-A-H) and Walt Lister (PSCC-A-H). Lee Kelso (PSCC-Lotus 7) topped Class A and should give 1962 Slalom Champion Cliff Gillan (TOCA-Sprite) a rough go if the latter competes next year. DAN NEWTON (PSCC-Alfa) took the honors in Class B.

Complete trophy list will appear next time since the official results have not yet been published.

Rally. . . . . Round

By ISABEL HAAS

One of the best rallies in these parts in recent months was RAL's first Pro Am, Nov. 25. It was short, mean, accurate and a navigator's dream. JEFF SADLER was rally master. He is a navigator. He put on a navigator's rally with an occasional bit of tweaking for the driver.

The total rally mileage was just under 102mi. 25 of which was odometer check. There were 97 speed changes in these remaining 77mi., yet there was no feeling of panic that I could never catch up when I got a few speed changes behind (which we all did).

I just told BOB TARLTON to shut up and drive. Well, we missed a sign we needed rather desperately and I never really got untangled from the mess the log was in but that was just my way of using up some of my excess stupidity. Fortunately, we weren't far from a check-point and we came out with a rose-like smell.

REST IN BOONDOCKS

I have almost no idea where the rally went, as I was pretty busy and didn't see much scenery. I understand it was a nice course. There was a rest stop some place out in the boondocks but nothing looked familiar except the service station on the corner. The rally ran around El Toro area of Orange County.

The next Pro Am is Feb. 10, starting at 9 a.m. at Stonewood shopping center, Lakewood & Firestone. Better make a note of it. Rallymasters are BOB COOK & ERNIE SCHULTZ who've put on some real goodies.

RAL ELECTED THEIR 1963 officers recently. DICK WINZER is Pres.; JOHN BAUER, VP: JEFF SADLER, Sec.; DAN SHUMATE, Treas.

SOCIAL NOTES FROM HERE & THERE: MARGE HOWLETT is doing lots of left-handed waving. Could be to show off the diamond from FRANK REILEY. Big day is in April and they're being given lots of advice not to set a date until the SCCSCC calendar is arranged . . . DALE & DONNA HUSEBOE are rallying in a new Ghia 1500. Dale's the rallymaster for Mark V and the scuttlebutt is that it is going to be similar to Mark IV. Peel your eyeballs.

The SCCSCC annual awards dinner will be Jan. 19 at Michael's Los Feliz. Northern and southern rallyists and local slalom drivers will receive trophies for points accumulated during 1962. BILL EICHELKRAUT has reservation information and may be

Continued on Page 6

Economy Cars Are The Answer - Prof.

Economy cars are the only remedy for the smog problem, according to Dr. A. J. Haagen-Smit, Caltech professor and air-pollution authority. He was speaking at the LA convention of the American Medical Assn. recently. He suggested a program that would reduce the amount of gasoline burned. After-burners and exhaust-system modifications, he asserted, can do very little good as long as Detroit cars have power-plants with such gas-consuming 400hp engines. He put a damper on the hope that smog will be reduced with exhaust-control devices, and suggested that small-engine economy cars offer the only solution.

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BY FLAVIO ST. GERMAIN

JOHN BEAZLEY, former BMC boss (Gough) here, is now selling used Cadillacs in Costa Mesa. JIM PARKINSON of Italiano Motors on the Sunset Strip is due to send him a load of these Detroit elephants . . .VIRGINIA BEERS, seriously injured when a car crashed into the crowd at Pomona in March, 1959, has received a red convertible Corvette Sting Ray. She makes her 24th trip to surgery for another bone operation in January . . . New course in Green Valley Raceways in Dallas, and they hope to land a national race . . .

FRITZ WARREN, who may be racing again soon, now has a Sport (cq) Car Center on Coast Hwy. in Newport Beach, in addition to his spot in Santa Ana . . . TED ANTOGNOLI of Fresno is now backing ED LESLIE of Monterey, one of the most improved drivers in the country. He has the Form. Jr. which Ed used to drive for sale . . .Prof. Dr. FRITZ NALLINGER, who has been added to the list of men---DAIMLER, BENZ, MAYBACH, PORSCHE, NIEBEL and SAILER--- whose names have become a byword in the tradition of Mercedes-Benz, recently celebrated his 40th year with Daimler-Benz. He is chief engineer of the German firm . . .

BOB WALKER of Inglewood, ISCARA member, is the new Natl. director for the Corvair Monza Owners' Club . . .TOM BENAVIDES, the enthusiastic rallyist of Corvettes Ltd., and ISCARA, is sales-service manager for EMPI in Riverside: PAUL O'SHEA has left that firm . . . The massive, swinging Grand Prix de la Parties, a party for the sports car buff and/or alcoholic which was thrown last week by JOE PUCKETT, MOTORACING cattoonist, at his Manhattan Beach pad, was aptly named by HAL DAUNIS "a slumber party vertically." Everybody was there; RUTH LEVY even came out of retirement to attend. There were so many guys doing the Istway that it took bulky DICK HILL 15min. to cross the living room. Dick showed four race films. Music was by swinging MANUEL CAMPOS & his ork.

ALAN FORDNEY, the race announcer who is now getting used to domestic life after his marriage to the former STEPHANIE THORNBURGH of Malibu, has expanded his Honda dealership in Santa Monica to include service for imported cars. Added to the staff: drivers RAY PICKERING, who will handle car repairs, and JOHN TIMANUS, who will be in sales . . .

Rallyist FRANK HOWARD, who recently returned from Italy to LA, has moved to Sunnyvale, Calif . . .Adman BILL BAILEY, who used to handle Western Lotus Distributors (before BOB CHALLMAN took over) has filed a petition in bankruptcy . . . AL PARRAVANO, son of Tony, the former big scuderia owner, recently returned from Switzerland and is home in Manhattan Beach . . .JOHN BROPHY, the former Devin Corvette pilot, has pulled stakes from Salt Lake and is in Hollywood. He's in advertising and is handling the STP account. He may soon start a sports car radio program.

'Center Dividers' Slow Death Rate

SACRAMENTO, Nov. 9---Center dividers, which have practically ended head-on collisions on many freeways, have not reduced the actual number of accidents. But they are different and not so often fatal. In a three-month period last summer there were 70 accidents resulting in 32 injuries attributed to barrier fences or chain-link dividers.

Thompson 'Speed Show' Time

Mickey Thompson's outstanding exhibit of sports cars will be one of the central attractions at his Auto and Boat Speed Show, Dec. 27-30. Spotlighting THE WORLD OF SPEED, the annual Thompson show will be held at Shrine Exposition Hall, Los Angeles.

Featured in the sports car exhibit will be a $29,000 1958 Spanish Pegasso. Reportedly, there are only four or five Pegassos in the US. The car, owned by R.G. Weir of Santa Maria, placed first in the Concurso de Elegancia del Automovil, San Sebastian, Spain, in 1958.

Specifications for the Pegasso Z-102:

Engine---Aluminum V-8, four overhead camshafts, roller main and rod bearings, double coil valve springs rated at 188 lbs. tension, sodium coller exhaust valves, dry sump 12qt. oil supply, oil cooler and radiator as one, Bosche magneto ignition, 2.9-liter engine capacity.

Transmission---Five speeds and reverse, non-syncromesh, built as a unit with the rear axle, ZF limited slip differential.

Chassis---Front suspension, transverse control arms with torsion bars; rear---De Dion type with torsion bars.

Speeds at 8000rpm---1st gear, 56mph; 2nd gear, 97mph; 3rd gear, 115mph; 4th gear, 146mph; 5th gear, 170mph.

At least two Ferraris will be on display---A 250 GT Ferrari, and a 1952 Vignale 2-door coupe.

Other early entries due to attract a lot of attention are:

Mickey Thompson's Sting Ray Corvette in which Doug Hooper won recently at Riverside and Pomona.

A '61 Lotus Form. Jr. owned by Tom Milana of No. Hollywood.

A '61 Fiat Abarth with 850 super engine, owned by Harold Kavanaugh of Burbank.

ISCARA will also have a number of entries in the sports car exhibit.

Bridging the span of the automotive industry, Thompson will show a choice selection of antique cars along with General Motors "futuristic" models.

The Thompson show includes top winners in every class of custom cars, hotrods, racing cars, dragsters, SK and drag boats, motorcycles and karts and the latest in automotive and marine accessories and equipment.

As an added attraction for those of us who are girl watchers, Thompson always produces one of the finest beauty contests held in So. Calif.

Continuous movies of the auto and boat racing highlights of 1962 will be shown.

MR. AND MISS Speed . . .Mickey Thompson shares bouquet and trophy with curvaceous Paulett Olsen, Queen for Thompson's annual "Speed Show." Shrine Exposition Hall in Los Angeles will host the Dec. 27 - 30 auto and boat extravaganza.

1962 Auto Championship Point Standings

INTL. CONFERENCE OF NORTHWEST SPORTS CAR CLUBS
FINAL CLASS CHAMPIONS

Class	Driver	Pts.
A Prod.	Dan McMahon	593
B Prod.	John Hall	297
C Prod.	Jack Murray	580
D Prod.	G.B. Sterne	394
E Prod.	Bob Fletcher	665
F Prod.	Mike Eyerly	760
G Prod.	Eric Faulks	585
H Prod.	Paul Jaremko	627
I Prod.	Rony Schaff	470
B Mod.	Dan McMahon	222
C Mod.	Tom Veness	132
D Mod.	Art True	260
E Mod.	Keith Armstrong	273
F Mod.	Jim Rattenbury	95
G Mod.	Paul Scott	653
Form. Jr.	Terry Nilsson	427

FINAL 1962 SCCA CLASS CHAMPIONS

Class	Driver	Car	Pts.
A Prod.	Dick Thompson	Corvette	70
B Prod.	Don Yenko	Corvette	70
C Mod.	Harry Heuer	Chaparral	40
C Prod.	Andre Dave Clark	Lotus 7 Super	70
D Mod.	Roger Penske	Cooper Monaco	40
D Prod.	Bert Everett	Porsche S	48
E Mod.	Bob Holbert	Porsche RS 61	58
E Prod.	Bob Tullius	TR4	66
F Mod.	Joe Buzzetta	Porsche RSK	38
F Prod.	Howard Hanna	DB	62
G Mod.	M.R.J. Wyllie	Lola	56
G Prod.	Lynn Blanchard	Alfa Giulietta	58
H Mod.	Glenn Baldwin	Lotus 17	62
H Prod.	Ed Astri	FIAT-Abrth	60
Form. Jr.	Tim Mayer	Cooper	68
Form. III	John Field	Cooper	44

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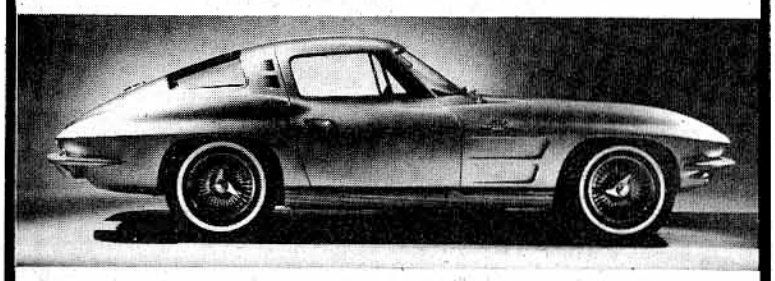

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WRITE ANGLES
By FRANK MASON

Concours Is High-Grade Social Fete

"Los Angeles, capital of American idiots." That's the way H.L. MENCKEN put it some years ago. Perhaps it's my senility showing again, but it seems to me that modern writers can't equal those old-timers for vivid sentences and pungent paragraphs. In my book, Mencken is bracketed with GEORGE BERNARD SHAW and other literary giants of those days---glorious phrasemakers who did with language what the builders of classic cars were doing with automobiles.

Los Angeles might not be exactly the idiots' capital; Mencken wrote that impulsively about the time AIMEE SEMPLE MAC PHERSON was doing her disappearing act, a typical Los Angeles performance inviting the sneers of the rest of the world.

IDIOTS MECCA

There are idiots everywhere, but Los Angeles was---and still is---headquarters for oddball religion maniacs, food fadists, tealeaf readers, end-of-the-worlders, horoscope believers and almost every other type of extremist screwball as well. Other sections have them but Los Angeles has the reputation of exceeding its quota.

Don't ask me. I haven't the statistics and wouldn't believe them if I had. I long ago acquired a distaste for all cities. But if I had to choose a metropolitan area I'd prefer Dallas, Denver, San Diego or San Francisco.

San Francisco had its invasion of beatniks, but it survived and is still considered far superior to Los Angeles in matters of culture, good taste and the better things of life.

WHY NOT L.A.?

Among those better things is Concours d'Elegance, something with which I am more or less familiar. In the San Francisco area there are many good shows repeated and improved year after year, while in the Los Angeles district there are none. Repeat ---none. Attempts to establish an annual Concours d'Elegance (with the exception of Long Beach MG Club's superior Santa Ana show) have all fizzled out.

It is hard to find a valid reason for the failure of the Los Angeles district to get the concours picture in proper focus, but the success of San Francisco and surrounding territory I think I can account for.

The San Francisco region SCCA has escaped childish club rivalry and has been able to function without the handicap of all this spitework and controversy which discourages so many drivers and club members, and which furnishes so much exciting copy for MOTORACING and adds one more reason why Los Angeles continues to be ridiculed.

SOCIAL EVENT

One thing they do in San Francisco is recognize Concours d'Elegance as equally important with rallies, slaloms, etc. Perhaps more important, because a properly-conducted concours is a high-grade social event with immense spectator appeal, while most other club activities are of interest to participants only.

Another thing they have done is assemble a system of rules and regulations governing Concours d'Elegance. A large hard-working committee has compiled an intelligent treatise based on years of continually-improved shows and among other things it outlines what to do two months, one month, one week, the day before and the actual concours day. Classification of cars, judging and other angles are covered.

It is a nicely-arranged manual of concours procedure and should be adopted nationally.

GOLDEN WEST'S TOP driver, Ronnie Bucknum wheels 'er around for a victory lap with sponsor Chic Vandagriff of Hollywood Sport Cars. The Healey 3000 pilot scored more points than any other rider on the Pacific Coast this year.

Bucknum Top 1962 Pacific Coast Driver

By GUS V. VIGNOLLE
Editor of MOTORACING

The goal of every serious road-racing driver is to pilot a factory Grand Prix car under the big tent in Europe, and So. Calif. has led this country in providing such talent---Phil Hill, Dan Gurney and Richie Ginther.

What will America provide for the future?

Three names loom on the horizon---two from the West Coast, or So. Calif. to be exact, and one from the east. From the western slopes they are Ronnie Bucknum and Skip Hudson, and from the east Roger Penske.

This bit of type deals with Ronnie Bucknum. He is due. The European scuderias would do well to keep an eagle orb peeled in his direction.

By scoring 180 points in the 1962 SCCA Pacific Coast Championships, he racked up more points than any other class winner. Without a shadow of a doubt, this earned him the title of "West Coast driver of the year."

His fame this year came as driver behind the wheel of an Austin-Healey 3000 sponsored by Chic Vandagriff of Hollywood Sport (cq) Cars. The guy was in a class by himself, and even if Enzo Ferrari and the other factory nabobs aren't too inclined to consider Healey drivers, they would make no mistake in looking into Bucknum's background.

The following is to bring them up to date on the 26-year-old La Crescenta, Calif., driver:

Starting in Oct. 1956, he raced his own Porsche 1600 Super for three years. In 1960 he took over the wheel of the controversial AC Bristol for Rene Pellandini (that was the 9.5:1 vs. 9:1 Cal Club piston displacement deal). In some seven months, Bucknum scored 11 firsts in 12 races.

Late in 1961 he tooled a stock 135hp Healey, and it was shortly after that Doane Spencer, Vandagriff's chief mechanic, took over. He beefed the car (No. 31) by 65hp up to 200hp. From then on Bucknum became a name. He scored 24 wins out of 25 races---and 75% of them were overall victories. Sixteen were Championship races and he won them all.

The 180 points Bucknum scored were the result of his six best weekends for the SCCA Coast Championship.

What has been his most satisfying victory? Beating Don Wester (Porsche Carrera) in a 30min. race this season at Kent, Wash., and finishing 15sec. behind overall winner Joe Freitas (Corvette). Ronnie broke the class D record by 10sec.

Ronnie's class and overall wins came at Riverside, Tucson, Del Mar, Laguna Seca, Salt Lake City, Santa Barbara, Reno and Kent.

Big cars? Yes, last May he drove Old Yeller III and, during practice at Riverside, turned a 2:09 lap. At the time this compared with a record 2:08 by Bob Drake.

BMC officials have recommended Bucknum highly for Sebring next spring. They should, since he's been doing so well with a BMC product.

A very popular driver and mixer, Ronnie and his beautiful wife Nancy are parents of a daughter Donna, 3, and a son, Steven, three months.

Keep an eye on Ronnie Bucknum. He's a definite comer.

LETTERS
Continued from Page 2

and car owners, regardless of their affiliation. The association should stay together as a unit to insure that discrimination by any club against one or any of the association members would be considered as discrimination against the association as a body and would be dealt with accordingly. The association should not mix politically in differences between clubs but act as a separate united body to insure freedom of competition for its members without fear of reprisals.

BILL BOLDT
Torrance, Calif.

* * *

BLASTS U.S. RACE OFFICIALS

Though you and I often disagreed, congratulate you on your editorial Oct. 19-26 issue regarding Penske single-seater. Believe culprit not Penske but US racing officials who permit this mockery of Appendix C of FIA specifications. We of Le Mans, Targa Florio, Nurburgring and Sebring are fighting for sanity and will stick by Appendix J, which will be enforced to the hilt. We do not recognize Appendix C.

ALEC ULMANN,
Steward World Speed and Endurance Challenge Assn.
New York, NY.

***

A BLOW TO ALL OF US

I know how well you knew Ricardo Rodriguez, and that it was you who brought him to the attention of the racing world when you spotted him as a 15-year-old comer in Mexico back in 1957. I realize what a blow it was to you. It was to all of us.

The column you wrote on him was a masterpiece. It equalled, or was better than the one you wrote after Ernie McAfee was killed at Pebble Beach.

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Economy Car News . . .

By MARGUERITE COOK

To New York by Small Car (continued from last issue.)

Before leaving Los Angeles I had been told to have my car lubed every 1500mi. I had it done first at a VW dealer's in Enid, Okla.; but when it was overdue for another lube job in NY, my cash supply was running low. Consequently I took it to an Esso station that specialized in VWs.

I knew the engine was throwing oil again, so I asked the mechanics to let me know if anything was seriously wrong. They were unable to change the oil because of a crushed oil seal, and said that it would not harm the car to drive it to California in its present condition.

IOWA'S FAULT

They were inclined to blame the Iowa mechanic who had tightened up some gaskets on the car when I first noticed that it was throwing oil. It was not until I reached Texas, however, that I realized I was the real culprit.

Way back in Des Moines I had done one of the few silly things I was guilty of on the trip. I had driven straight out of a parking lot like you do in California, and had gotten hung up on a parking barrier such as you don't have in California. I must have sat the rear of the car down hard on the barrier and hit the oil seal, for I do not recall the mechanic in Iowa getting underneath the car. Despite this leak, I still used only about a quart of oil every 1000mi, and my motor putted along as if it were not all fouled up.

Before leaving Manhattan, enroute home, I also bowed to the entreaties of friends, visited the Esso travel center in Rockefeller center and got them to route me "an interesting way" to Dallas, Tex. I departed New York, early one Saturday, glad to be able to take the New Jersey Freeway.

SAW NEW VW

Like most good roads in the east, this is a toll road; but it was crowded like a Los Angeles Freeway. It was on this road that I got my first glimpse of the new VW1500, done in red, and looking more stylish than its pictures, chugging along the slow land.

My "interesting way" took me via the skyline drive in the Shenandoah National Park, the Blue Ridge Parkway, and then to the Great Smoky Mountains National Park in Tennessee.

The dutiful tourist can go some 600mi. along these mountain crest highways and park every few miles or so in the ever-present "over-looks." Although the scenery was spectacular, the autumn colors were not as varied as those I had viewed from travel worn Highway 6 in Pennsylvania.

VIRGINIA SIGHTSEEING

I found myself spending a lot of time on old US Highway 11 that parallels much of this route, and kept taking side trips off to places like Monticello, the abode of that fastidious widower, Thomas Jefferson. I found Virginia so fascinating that if it had not been for my ever-dwindling supply of cash, I would probably still be sightseeing in that gracious land.

I should add that the South is import territory. I saw lots of VWs and Renaults. Of the allegedly small American cars, the Studebaker Lark appeared much in evidence. Nowhere on my coast-to-coast jaunt did I ever notice a concentration of sports cars such as we have on the West Coast.

'GIVE 'EM TO KIDS'

In oil-rich San Angelo, Tex., where I visited a woman friend, I made the mistake of remarking, as we passed the local high school, that I had never seen such a congregation of VWs, Simcas and Renaults, and that I thought all Texans drove Cadillacs. "Well, my dear, we do," she told me, "These are just the toys we give our children."

El Paso was supposed to be my last overnight stop, as I planned to make the roughly 800mi. trip into Los Angeles, as it would be mostly over fast, desert roads, without an overnight stop.

I accordingly walked over the bridge to Juarez, spending the last of my not very many remaining dollars. This didn't prove to have been the wisest of all possible actions. For, at an outlandish place just inside Arizona, called Safford Junction, I took a look at my oil-spattered motor and got panicky. It had never seemed that messy. I took the car to a nearby garage where a mechanic opined I might have a leak in my cooler in which case I might burn my engine up.

STEAM CLEANING

I had to lay over until the next day when the boss showed up. He had the motor steam-cleaned, told me the leak appeared to be near the seal, and I might as well go on to LA, since he didn't feel like trusting me until the first of the month for the repairs.

While in Safford, however, I had ample opportunity to see how small cars, particularly VWs can be misused. Safford seemed to be a mecca for small imports of all kinds. Why, I do not know, unless they are some kind of a status symbol for the young bucks on the ranches.

LOST ARGUMENT

The young bloods seem to like to outdo the other in trying to do things to the cars that they were never intended to endure. There was a battered "62," waiting to be hauled away from the garage. It had lost an argument with a truck, but even before that, that upholstery had been used so hard that it was dirtier than in my 5-year-old car.

Another car, the same age as mine, (a "57") was reported on the highway nearby, its rear end bashed in, after it had been rear-ended in a bit of Arizona car play. "Sprung" speedometers were the rule.

I felt that I was, for all intents and purposes, back home when I stopped at a truck center for coffee on the outskirts of Indio about midnight. A kindly trucker

Continued on Page 7

Washburn Rips Hinkle In Meet For the 'Petite'

BARTLESVILLE, Okla., Nov. 4 ---The Sixth Annual Petite Prix, SCCA Southwestern Divisional on the 1.9mi. road course between the buildings and through the fences, (gates, that is), of the Oklahoma City Fairgrounds, today featured the big win of Harry Washburn, of Shreveport, La., in his 2-liter Cooper Monaco Maserati.

Jack Hinkle, three-time winner, suffered a repeat of his misfortune of two years ago when his Tipo 61 Birdcage blew while leading yesterday's feature.

A few words are in order about the event's social program: A grey, cold, windy day of racing on Saturday preceded an evening which was more FIA Intl. than divisional in stature.

At 6 p.m. drivers and crews of the 130-odd entries converged on Trosper's VW-Porsche agency in downtown Oklahoma City. First the happy, chilly group put away sandwiches and smorgasbord for 400 in 30 minutes flat, and then---thus fortified---they got down to serious business and attacked 35 cases of pink champagne. During the evening, more than 400 champagne glasses crashed against the walls and to the floor---with an undetermined number of drivers and crew following suit.

In official circles, feeling ran high the next morning for a physical exam or some sort of drivers' tech inspection, but most of the competitors wobbled their way to the course. You haven't seen anything until you've seen the expressions produced by a hangover and several FJrs. blipping near 6000.

Tales are still told about the incident two years ago when a suddenly three-wheeled Carrera whisked down a too-lightly-haybaled escape road for 400ft. and crossed a four-lane boulevard carrying traffic at the time to wind up in the front yard of a surprised family.

Negotiations are underway with city and state officials for an FIA race, equalling Riverside in prize money, on an enlarged, 2.5mi. version of the same circuit.

—ANATOLY ARUTUNOFF

HARRY WASHBURN adds another trophy --- and admirer --- to his collection, with this piece of hardware from Liz Pike, Miss Petite Prix of Shreveport, La.

RALLY ROUND

Continued from Page 4

reached at AX 1-3531 . . . .

We have some tentative State point standings.

Chairman LARRY HARRIS hasn't received results of NCSCC championship Cranberry Caper or the local Queen Bug, but through Hussle Bussle, here they are:

POS.	DRIVER	CLUB	PTS
1.	T. Sparks	PSCC	136
2.	D. Coulter	T - A	92
3.	D. Huseboe	RM	57
4.	R. Stoik	RAL	45
5.	B. Cook	T - A	41
6.	H. Schell	TV	33
7.	B. Tarlton	sfDrc	32
8.	S. Black	Rhomb.	32
9.	A. Ryan	T - A	26
10.	W. Brown	PSCC	23
1.	D. Sparks	SMSCC	136
2.	L. Harris	T - A	62
3.	J. Coyle	T - A	60
4.	D. Huseboe	RM	57
5.	J. Ryan	T - A	56
6.	G. Martin	RAL	45
7.	G. Kiggins	sfDrc	38
8.	B. Schell	TV	33
9.	D. Daniel	Rhomb.	32
10.	H. Ury	BARM	27

PRO AM RESULTS - 1st in each class
PRO CLASS Total of 47 cars

POS.	DRIVER	NAVIGATOR	ERROR
1.	Dick Coulter	Larry Harris	.62
2.	Wayne Brown	Al Rosenheck	.66
3.	Bob Tarlton	Isabel Haas	2.65
4.	Art Semindinger	Dot Semindinger	3.93
5.	Jim Higgins	George Leaird	4.08

AM CLASS

POS.	DRIVER	NAVIGATOR	ERROR
1.	Paul Adams	Bev Adams	3.73
2.	Jim Purcell	John Mohler	3.74
3.	Glenn Crawford	Patsy Bennett	3.86
4.	Arthur Howard	Mark Guggenheim	4.58
5.	Bill Smith	Dottie Smith	4.74

FOUR MILLION MILES

The total number of miles of streets and highways in the United States now is approaching the 4-million mark according to the Greater Los Angeles Chapter of the National Safety Council and the chapter adds that "every mile can be dangerous unless every motorist exercises care and caution."

VASEK POLAK

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VIGNETTES

Continued from Page 3

Santa Barbara. Then the engine blew at Pomona in July.

RON ELLICO, the Alhambra Ford dealer, bought the machine---and guess what he's done to it? He has stuffed into the Ferrari a 406 Ford engine set up for racing. JIM LARKIN handled the installation, and it was a tight but neat fit.

Driving the car for Ellice will be none other than ERIC HAUSER, long on experience with mig machinery and whose renown continues in another field---each time he takes to his quill and pens a piece for MOTORACING.

We Nominate for Oblivion — — — —

The smiling race promoter who features his pan in all his Snapper-Wrapper advertising. He scorns all the big Indy winners in favor of his photo. (Not even the great TEX RICKARD, a giant among promoters, resorted to such self-conceit.

All those jokers whose every other sentence is: "But don't quote me . . .blah-blah-blah . . ." In the future just don't say anything, becuase I'll find out anyway.

******

The Omnipotent Oom of that SF Snapper-Wrapper told me I should contact the Army to find out what the take was for those Laguna Seca races, since they were held on Govt. property. So I wrote to the commanding officer, as I had done to the flack who did the calliope work for the races, the flack for SF SCCA, and SCRAMP, the promoters from Gougeville, sometimes known as Monterey, Calif.

As usual, no answer. The CO figures I was just practicing my typing . . .so now I'm going over his head and contacting McNamara at the Pentagon. But I'll probably get nowhere, since Mac and his cronies are busy as all-get-out in their efforts to muzzle the press.

Talking about Laguna, SCRAMP recently burned the mortgage after a final $16,000 payment on $92,000 borrowed in June, 1957, to build the course.

One of my Monterey fans (?) sends me a clip from the MONTEREY PENINSULA HERALD which says: "Estimate for the Laguna Seca Grand Prix crowd was ballooned at 70,000. More realistic paid admission figures from the offices of SCRAMP show: Friday 378; Saturday 10,211; Sunday 22,752."

Feeler for Union to Sponsor San Diego Race

I've seen everything in type except that the Puerta Rico fandango was a financial flop. Too bad. But they're planning on a go next year, DAVE ASH or no Dave Ash. BILL LANDSMAN, by the way, did a bangup trumpeting job; he sent out yarns on who would be driving only after checking the entries with Ash, who appeared to have taken on too huge a load by not delegating authority. And they all cheered our AL PAPP to the echo for the way he prepared the course. They want him back there for the next show. Now that the easterners know of his talent, there is a chance they may lure him to their 3rd rate Babylons (as H.L. MENCKEN would say) . . .

A No. Calif. flackery (apparently the one that handled the steam organ for the SF examiner promotions at Laguna Seca) put out a feeler to the SAN DIEGO UNION for handling a similar race down south. Neither JOHNNY MC DONALD, who covers races for the paper, or auto editor HARRY FRAZEE were consulted. It's extremely doubtful that the UNION would back a sports car event becuase of the lack of facilities. Only thing available would be Del Mar Fairgrounds parking lot. And that's a Miguel Mouse course . . .

Latest poop is that the Trans-Peninsula Baja Calif. road race from San Felipe to Ensenada has been postponed to next May 5. This year it had been scheduled for May 5, Sept. 16, Nov. 17 and Dec. 16. There's a chance RAY LAVELY will be connected with it---providing the promoters are serious. Ray won't stand for any foolishness . . . Item: P. HILL is now driving the Lotus 19 that D. GURNEY used to drive for F. ARCIERO. Gurney-Arciero have parted company. They're still saying Hill may drive for someone other than Ferrari in 1963, but the last time I talked with him he said it was still Enzo . .

At hand: two excellent books, which will be reviewed in these pages as soon as space permits---PHIL HILL, YANKEE CHAMPION, by WILLIAM F. NOLAN (G.P. Putnam's Sons, NY, $4.95), and HIGH PERFORMANCE CAR 1962-63 (with AUTOSPORT road test reports), edited by GREGOR GRANT and JOHN BOLSTER (technical drawings by THEO PAGE and JAMES ALLINGTON), (AUTOSPORT, 5 Shillings---net). Also at hand: the first Christmas card of the year---from DIANA HOWARD-WILLIAMS, in faraway Nairobi, Kenya. She handled the pubrel for the titanic East African Safari . . .

Some observations from Mr. Turner in THE MOTOR

Everyone knows, of course, that the FI world drivers' championship battle between leader GRAHAM HILL (BRM) and JIM CLARK (Lotus) will be decided Dec. 29 in the So. African GP, so a recent observation by PHILIP A. TURNER in London's authoritative THE MOTOR is interesting. He had these notes under his Overheard in Passing subhead:

"That the 1963 BRM will not, after all, go to So. Africa as the new six-speed gearbox will not be ready in time. Instead, a modified version of the 1962 car will be used." Plus these: "That HARRY WESLAKE and PETER BERTHON are jointly investigating the problems involved in the design of a 1-1/2-litre GP engine running at 14,000rpm. That fuel injection has been successfully applied to the Coventry Climax V8. That with 14,000rpm engines some form of automatic transmission plus four-wheel drive will be required. That racing cars become ever more fascinating---and expensive."

And also, of course, we know, as MONS. H. MANNEY once observed, that in racing we have only two classes---the cheaters and the non-cheaters. Naturally I don't want to blow the whistle on three overt cheaters (all small engines), but it's due to come out soon.

In this respect, the same Mr. Turner had a note on post-race scrutineering, to wit: "All these evil stories going the rounds alleging that some of the more successful Form Jr. cars have been fitted with 1450cc engines would be stopped dead in their tracks if only the winning cars were scrutineered after each and every race. In these days of the detachable cylinder head, a swift check on the bore and stroke would not really inconvenience either the scrutineers or the entrants and their mechanics."

***

If and when that alleged merger of the clubs takes place, one guy who should be on the new board is DR. BILL MOLLE. He is a driver who is cognizant of what's going on. Before becoming a Playa del Rey dentist, "Doc" Molle was an attorney and FBI agent. The new outfit could use his clear thinking.

***

And now---Glaedelig Jul . . .Joyeux Noel . . .Bueon Natale . . . Feliz Navidad . . .Zalig Kerstfeest . . .Gog Jul . . .Frohliche Weihnachten; in other words a Merry Christmas from Around the World.

ECONOMY CAR NEWS

Continued from Page 6

with whom I checked my route, told me that if I wanted to avoid a sandstorm, I shoud by-pass Indio and go via Palm Springs.

MISSED A STORM

I took his advice, skirted most of the storm and stopped in San Bernardino long enough to get some gas. When I left the station, I had no lights. The intricacies of the VW lighting system puzzled the attendant, and he directed me to an all-night garage two blocks away.

Upon entering the garage, I went over a bump and the lights went off. The attendant there also didn't know what the trouble was, but he pushed some wires and shook the fenders. The lights stayed on.

"Now don't worry, if they go off on the Freeway," he said. "You'll be able to see just as soon as your eyes get accustomed to the dark."

"Lot of good it will do me," I said, "If somebody hits me first."

"Nobody will hit you," he said soothingly, "unless you hit them first."

SUCCESSFUL VACATION

Luckily, the lights stayed on, and I never found out which of us was right. I turned into my own driveway about 2:45 a.m. In my purse was exactly 7 cents, proving, as it always does in my case, that I had had a successful vacation.

The next day, I took the Volks to VASEK POLAK, who repaired several oil leaks, replaced the oil seal, condenser, spark plugs and points, and my Volks is operating with more vim, vigor and vitality than when I bought it, seemingly oblivious to the fact that it is about to start on its second 100,000mi.

(The problem with the lights turned out to be in the ignition. It was solved by replacing the switch. The charge for all the new parts are so nominal, that I have begun to compare my Volks with an old Hermes typewriter I carried on travels overseas in the '50s. Like my Hermes, my Volks, at the rate it is acquiring new parts, may be completely rebuilt in another five years, and I aim to drive it that long.)

P.S. --In retrospect, the most valuable accessory I had on the trip was not a screw driver, or fancy flare, but a gasoline credit card. I am firmly convinced that a credit card is a traveler's best friend.

I realize the foregoing may give the casual reader the impression that I was beset by nothing more than mechanical gremlins for 7500mi. But such was not the case. Although my speed depended upon the road, I drove between 60 and 70mph a great deal of the way.

The entire cost for repairs on the one-month trip amounted to a paltry $15 for a new speedometer cable and to steam-clean the engine, and the latter was not really necessary, just a precaution. Please bear in mind that the car had almost 100,000 miles on it, the main tourist season was over and many roads were in a state of disarray. Some resembled goat trails. Please compare this with what you would have had to pay in the case of a Detroit elephant.

I have put an additional 1000 mi. on the car since my return of hard stop-and-go Los Angeles city traffic and could not ask for better performance and gas mileage than I am getting.

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Full competition equip.
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2nd Riverside G.P. Installed new Factory Short Block for Laguna G.P., 3rd place. Only 3 hours on engine. Trans. perfect. Never wrecked - Beautiful condition - Guaranteed. Will take trades.
Asking $5995.00
Don Wester - Wester Motors, Inc. 1187 Del Monte, Monterey, Calif. Tel: FRontier 3-3211

MERGER MEET

The general meeting called by the Cal Club region of SCCA to attempt to implement a merger with US Sports Car Club (USAC) will be held Wednesday, Dec. 12, and not Dec. 13 as erroneously announced by CSCC in its notice to members.

The meeting, starting at 7:30 p.m., will be held at Musicians Union Hall, 817 No. Vine St., Hollywood. Only members in good standing will be permitted to attend.

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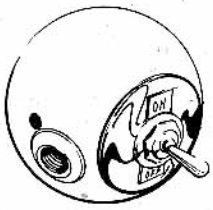

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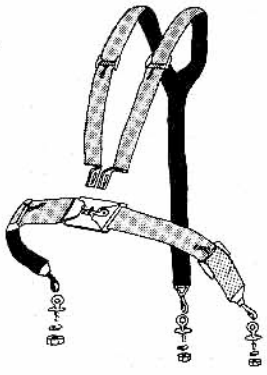
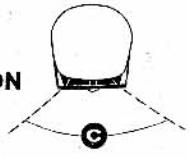


WIDE-ANGLE VISION



A - Glasses can be worn under these goggles.
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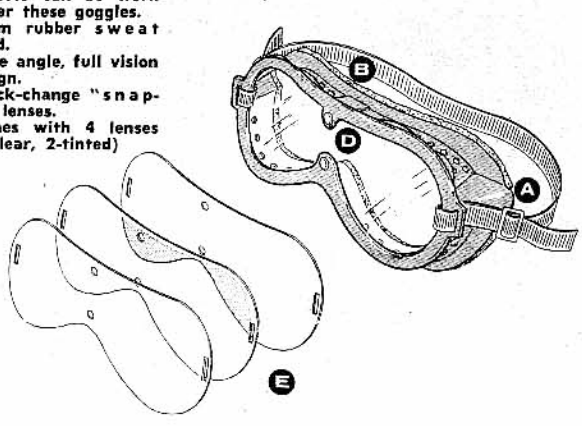

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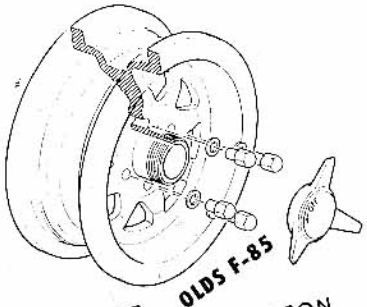

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